



House of Representatives

General Assembly

File No. 618

January Session, 2013

House Bill No. 5117

House of Representatives, April 24, 2013

The Committee on Judiciary reported through REP. FOX, G. of the 146th Dist., Chairperson of the Committee on the part of the House, that the bill ought to pass.

AN ACT CONCERNING INCREASED PENALTIES FOR FAILING TO STOP FOR SCHOOL CROSSING GUARDS.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

1 Section 1. Section 14-300f of the general statutes is repealed and the
2 following is substituted in lieu thereof (*Effective October 1, 2013*):

3 (a) The operator of any motor vehicle shall immediately bring his
4 vehicle to a stop not less than ten feet from a location having a school
5 crossing guard on any highway or private road when such school
6 crossing guard specifically directs him to do so. Any motor vehicle so
7 stopped for a school crossing guard shall not proceed until there is
8 specific direction from the school crossing guard.

9 (b) Any person who violates any provision of subsection (a) of this
10 section shall be fined [not less than one hundred dollars nor more than
11 five hundred] four hundred fifty dollars for the first offense and, for
12 each subsequent offense, not less than five hundred dollars nor more
13 than one thousand dollars or imprisoned not more than thirty days or

15 (c) Upon receipt of a written report from any school crossing guard
16 specifying the license plate number, color and type of any motor
17 vehicle observed by such school crossing guard violating any
18 provision of subsection (a) of this section and the date, approximate
19 time and location of such violation, a police officer shall issue a written
20 warning or summons to the owner of such vehicle.

Section 1	<i>October 1, 2013</i>	14-300f
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The following Fiscal Impact Statement and Bill Analysis are prepared for the benefit of the members of the General Assembly, solely for purposes of information, summarization and explanation and do not represent the intent of the General Assembly or either chamber thereof for any purpose. In general, fiscal impacts are based upon a variety of informational sources, including the analyst's professional knowledge. Whenever applicable, agency data is consulted as part of the analysis, however final products do not necessarily reflect an assessment from any specific department.

OFA Fiscal Note**State Impact:**

Agency Affected	Fund-Effect	FY 14 \$	FY 15 \$
Judicial Dept.	GF - Potential Revenue Gain	1,300	1,300

Municipal Impact: None

Explanation

The bill results in a potential minimal revenue gain by fixing the fine for a motor vehicle operator's first-time failure to stop for a school crossing guard at \$450 instead of a range of \$100-\$500. In FY 12 there were four offenses with total fine revenue of \$490 (ranging from \$100-\$240). If these violations were all fines at the \$450 amount, the revenue gain would have been approximately \$1,300 each year.

The Out Years

The annualized ongoing fiscal impact identified above would continue into the future subject to inflation.

Sources: Judicial Department Offenses and Revenue Database

OLR Bill Analysis**HB 5117*****AN ACT CONCERNING INCREASED PENALTIES FOR FAILING TO STOP FOR SCHOOL CROSSING GUARDS.*****SUMMARY:**

This bill increases the minimum and decreases the maximum fine for a motor vehicle operator's first-time failure to stop for a school crossing guard, by fixing the fine at \$450. Under current law, the fine is \$100 to \$500. By law, unchanged by the bill, the penalty for a subsequent violation is a fine of \$500 to \$1,000, imprisonment for up to 30 days, or both.

Under the bill, if a school crossing guard observes a motorist violating the law and files a written report with police, the police officer must issue a written warning or summons to the vehicle owner. The report must specify the vehicle color, type, and license plate number and the date, approximate time, and location of the violation.

By law, when a school crossing guard on a highway or private road directs a motor vehicle operator to stop, the operator must stop at least 10 feet from the guard and wait for the guard's specific direction to continue.

EFFECTIVE DATE: October 1, 2013

COMMITTEE ACTION

Public Safety and Security Committee

Joint Favorable Change of Reference

Yea 23 Nay 0 (03/19/2013)

Judiciary Committee

Joint Favorable

Yea 43 Nay 1 (04/12/2013)